

~~CONFIDENTIAL~~
U.S. OFFICIALS ONLYCENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Germany (Russian Zone)

DATE: 25X1A

SUBJECT Production and Personnel at Junkers, Dessau

INFO. [REDACTED]

DIST. 18 December 1946

25X1A

PAGES 4

ORIGIN [REDACTED]

SUPPLEMENT

25X1X6

1. Production of new types of aircraft and T L jet units

The following types are in hand:

Aircraft type 126

" " " 131

" " " 132

T L 004 } (Turbinenlauf - turbo-jet engine)
T L 012 }

Model and prototype catapult for aircraft 126

2. Technical detailsa. Aircraft 126

Power unit: "Argusrohr ähnlich V 1 als Rumpf"

Tail unit: 2 stabilizing surfaces with rudder in middle

Launching
Method : Towing winch and catapult
(self-start with "Waltergerät" not yet possible because of lack of expert advice)b. Aircraft 131

Power unit: 6 T L, three in each wing arranged in a cluster.

Three T L together have a thrust of
2,100/2,500 Kg/cm² (kg.?)

Turning - 3,000 rev/min

Cruising - 8,400 " "

Max. - 8,700 " "

Fuel capacity - 9,000 liters

Fuel consumption for 3 T L - 180 liters/min.

Type of fuel - gas oil and I 2

Loaded weight - 60,000 kg.

Document No. 2NO CHANGE in Class. ☐☐ DECLASSIFIEDClass. CHANGED TO: TS S C

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1763

Date: 040478 By: 025

25X1A

~~CONFIDENTIAL~~
CLASSIFICATION - REG/EE

25X1A00

25X1A9a

SO	X	A DEP.	X	FET	SPDF	YTD	
DSO		FBK		FEV	SPES	X	S DEP.
EN		FBL		FEY	SPDT		CFCH
CONTROL		FEW		FEZ	SPY		
NAME	X	FEA		FEF	SPZ		

~~CONFIDENTIAL~~

25X1A2g

c. Aircraft 132

Loaded weight - 90,000 kg. (being developed)

d. T L 012

Said to have a thrust of 2,500 kg/cm² (on test bench)

e. Model Catapult

30,000 kg acceleration mass (at present in Power Unit Experimental Dept.)

f. Prototype Catapult

Powered by Jumo 223. Cable length 400 meters.
After propulsion, ready again in 6 seconds (sic).
(This is on hand)

3. Personnel employed

Total 4,000. 1,000/1,200 are employed on air-frames
and there are 30 in the Power Unit Experimental Dept.

The following is a list of the more important employees:

NAME	NATION- ALITY	PRESENT OCCUPATION	FORMER OCCUPATION	REMARKS
Olechnowitz	Soviet			Professor Lt. Col.
Beade	German	Head Designer	Junkers Dessau	
Dr. Scheibe	"	Power Unit designer		
Gerlach	"	"		
Dir. Rubens	"	Technical head	Tech head for external relations East and West. Jun- kers, Dessau	
Herzog	"	In charge of final tests	In charge of final tests Junkers, Dessau	
Drause	"	In charge of air-frames	Junkers, Dessau	
Russek	"	Manager in charge of fuselages	Manager, Junkers, Breslau	Dessau, Kornhaus 53
Horn	"	Head of in- stallations (guns)	Pilot, Junkers, Dessau	Abroad a long time

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

NAME	NATION- ALITY	PRESENT OCCUPATION	FORMER OCCUPATION	REMARKS
Singer	German	TL manufacture	-	-
Edna	"	Expert on installations (guns)	Test-bed, Junkers, Dessau	-
Dip. Ing. Bormann	"	-	-	-
Hadicke	"	Test engineer in inspector- ate	Head of inspection, Junkers, Bernberg	-
Dörfer	"	Head of Admin.	Junkers, Dessau	-
Spott	"	Maintenance Manager	Maintenance Manager, Junkers, Dessau	-
Ing. Kessler	"	Maintenance Dept.	Manager Main- tenance Dept., Junkers, Breslau	-
Dip. Ing. Keller	"	Manager of KOBV power unit experi- mental sect.	-	-
Wend	"	Expert in KOBV power unit ex- perimental sect.	Expert on JU 88, Junkers, Breslau, Langerau	Dessau, Luisenstrasse 3 bei Hugenstein
Schreiber	"	Pilot	Pilot	-
Maringer	"	Driver	Pilot, Junkers, Dessau	-
Beyer	"	Driver	Pilot, Junkers, Dessau	-
Kistio	Hungarian	Driver	Pilot, Junkers, Dessau	-

SECRET/CONTROL

~~CONFIDENTIAL~~

CENTRAL INTELLIGENCE GROUP

-4-

~~CONFIDENTIAL~~

4. General

- a. An aircraft type 136 crashed on its first test flight (towed by JU 88). On this occasion Flugkapitän Matthies was killed.
- b. Finished planes are not assembled in Dessau
- c. One plane of the 131 type has been completed and it is said that three experimental aircraft are to be built.
- d. The department for engine development has been in operation since 1 December 1945.

~~SECRET/CONTROL~~
~~U.S. OFFICIALS ONLY~~

~~CONFIDENTIAL~~